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Contents

The next release is November 29, 2012

Grain Transportation Report

A weekly publication of the
Transportation and Marketing Programs/Transportation Services Division
www.ams.usda.gov/GTR

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WEEKLY HIGHLIGHTS

Mississippi River Traffic Expected to be Impacted by Missouri River Flow Reductions

On or about November 23, the U.S. Army Corps of Engineers is scheduled to reduce the flow from the Missouri River in accordance with Corps regulations. Proponents of inland waterways are warning that the immediate reduction of Missouri River flows will disrupt navigation on the Mississippi River between St. Louis, MO, and Cairo, IL. In addition, the lower water levels will make submerged rock pinnacles an obstacle to navigation. Navigation interests have stated that the Corps' procedures will result in barge traffic disruptions as soon as December 10. Proponents of navigation, which includes members of Congress, want the immediate removal of the rock formations and to continue the current Missouri River flows to enable safe navigation on the Mississippi River.

Labor Disputes in the Pacific Northwest

Exporters that use the Pacific Northwest port region—in particular, the Port of Portland—are facing the threat of labor disruptions due to prolonged contract negotiations and outstanding litigation. Currently, there are 3 separate labor disputes in the region all involving different locally-organized divisions of the International Longshore and Warehouses Union (ILWU). The most imminent threat of strike is by the gate security guards at the Port of Portland who are threating to strike Sunday, November 25, if an agreement for a new contract is not reached during meetings scheduled for Friday, November 23. This strike could effectively close several terminals at the Port of Portland.

Corn Inspections Rebound

For the week ending November 15, corn inspections (.365 million metric tons (mmt)) rebounded, increasing 52 percent from the past week but remaining 62 percent below last year at this time. Corn inspections increased 63 percent in the Mississippi Gulf and were shipped primarily to Japan and Mexico. Pacific Northwest (PNW) corn inspections increased 20 percent from the previous week as shipments to Asia rebounded. Total wheat inspections (.303 mmt) increased 6 percent from the past week and soybean inspections (1.69 mmt) remained about the same. Outstanding export sales were up for wheat compared to the previous week but were down for corn and soybeans. Total inspections of grain from all major export regions totaled 2.36 mmt, up 6 percent from the past week and 2 percent below last year at this time.

Snapshots by Sector

Rail

U.S. railroads originated 19,577 **carloads of grain** during the week ending November 10, up 2 percent from last week, down 10 percent from last year, and 17 percent lower than the 3-year average.

During the week ending November 15, average December non-shuttle **secondary railcar bids/offers per car** were $12.50 above tariff, up $12.50 from last week, and $27 higher than last year. Average shuttle bids/offers were $134.50 below tariff, up $159.50 from last week, and $242.50 higher than last year.

Ocean

During the week ending November 15, 44 **ocean-going grain vessels** were loaded in the Gulf, 16 percent more from the same period last year. Forty-three vessels are expected to be loaded within the next 10 days, 10 percent less than the same period last year.

During the week ending November 16, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $46/mt, unchanged from the previous week. The cost of shipping from the Pacific Northwest to Japan was $26/mt, unchanged from the previous week.

Barge

During the week ending November 17, **barge grain movements** totaled 633,763 tons, 4 percent lower than the previous week and 28.4 percent lower than the same period last year.

During the week ending November 17, 403 grain barges **moved down river**, down 3.4 percent from last week; 905 grain barges were **unloaded in New Orleans**, up 9 percent from the previous week.

Fuel

During the week ending November 19, U.S. average **diesel fuel prices** fell less than one cent to $3.98 per gallon—3 cents lower than the same week last year.

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Web: http://dx.doi.org/10.9752/TS056.11-21-2012

Feature Article/Calendar

Nov. 26-28, '12	Midwest Dairy Expo	St. Cloud, MN	www.dairyherd.com
Nov. 29 - Dec. 1 '12	MN Farm Bureau Federation Annual Meeting	Bloomington, MN	http://fbmn.org
Dec. 4, '12	ND Oilseed Council Meeting	Bismark, ND	701-328-5100
Dec. 4-6, '12	Connection 2012 : U.S. Soybeans in Action	St. Louis, MO	www.afia.org
Dec. 9-11, '12	National Grain & Feed Association Conference	Omaha, NE	www.ngfa.org
Dec. 12, '12	Nebraska Grain & Feed Association Convention	Grand Island, NE	www.negfa.org
Dec. 13, '12	Prairie Grains Conference	Grand Forks, ND	www.smallgrains.org
Dec. 18-19, '12	Missouri Agribusiness Association Convention	Colombia, MO	www.mo-ag.com
Jan. 16-17, '13	South Dakota Grain & Feed Association Ag Expo	Sioux Falls, SD	www.sdgfa.org
Jan. 13-17, '13	91st Annual TRB Conference	Washington, DC	202-334-3252
Jan. 20-22, '13	North Dakota Grain Dealers Association Convention	Fargo, ND	www.ndgfa.org
Jan. 23-24, '13	Minnesota Grain & Feed Association Convention	St Cloud, MN	www.mgfa.org
Feb. 21 - 22, '13	2012 Agricultural Oulook Forum	Washington, DC	www.usda.gov/oce/forum
Feb. 28-Mar. 3, '13	Southeastern Grain & Feed Association Convention	Charleston, SC	http://segfa.org
Mar. 11-13, '13	National Waterways Conference Legislative Summit	Washington, DC	www.waterways.org
Mar. 17-19, '13	National Grain & Feed Association Conference	San Francisco, CA	http://www.ngfa.org
Apr. 23-25, '13	Texasl Grain & Feed Association Conference	Austin, TX	http://www.tgfa.org
Jun 12-14, '13	Pacific Northwest Grain & Feed Conference	Sunriver, OR	http://www.pnwgfa.org

Grain Transportation Indicators

Table 1
Grain Transport Cost Indicators[1]

	Truck	Rail		Barge	Ocean	
Week ending		Unit Train	Shuttle		Gulf	Pacific
11/21/12	267	234	203	0	206	184
11/14/12	267	233	199	296	206	184

[1]Indicator: Base year 2000 = 100; Weekly updates include truck = diesel ($/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge ($/car); barge = Illinois River barge rate (index = percent of tariff rate); and ocean = routes to Japan ($/metric ton)

Source: Transportation & Marketing Programs/AMS/USDA

Table 2
Market Update: U.S. Origins to Export Position Price Spreads ($/bushel)

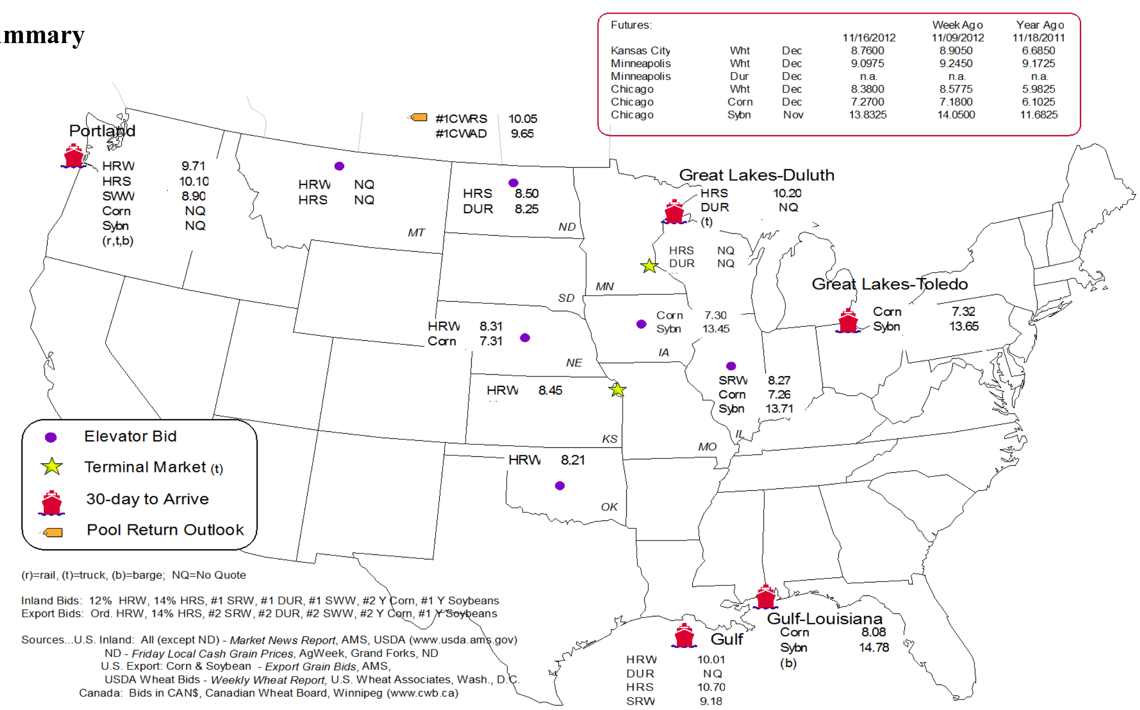
Commodity	Origin--Destination	11/16/2012	11/9/2012
Corn	IL--Gulf	-0.82	-0.75
Corn	NE--Gulf	-0.77	-0.49
Soybean	IA--Gulf	-1.33	-0.82
HRW	KS--Gulf	-1.56	-1.88
HRS	ND--Portland	-1.60	-1.82

Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1
Grain bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)[1]

Week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-Border Mexico[3]
11/14/2012[p]	641	572	3,548	1,134	5,895	11/10/12	1,669
11/07/2012[r]	694	761	3,896	1,023	6,374	11/03/12	1,420
2012 YTD[r]	14,924	36,434	176,686	18,990	247,034	2012 YTD	84,778
2011 YTD[r]	26,540	73,145	163,433	20,883	284,001	2011 YTD	85,347
2012 YTD as % of 2011 YTD	56	50	108	91	87	% change YTD	99
Last 4 weeks as % of 2011[2]	123	189	94	167	113	Last 4wks % 2011	113
Last 4 weeks as % of 4-year avg.[2]	42	49	86	135	76	Last 4wks % 4 yr	76
Total 2011	27,358	77,515	191,187	24,088	320,148	Total 2011	97,118
Total 2010	33,971	83,492	177,896	32,780	328,139	Total 2010	90,175

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2011 and prior 4-year average.

[3] Cross- border weekly data is aproximately 15 percent below weekly AAR carloads received by Mexican railroads to reflect within switching between KCSM and FerroM

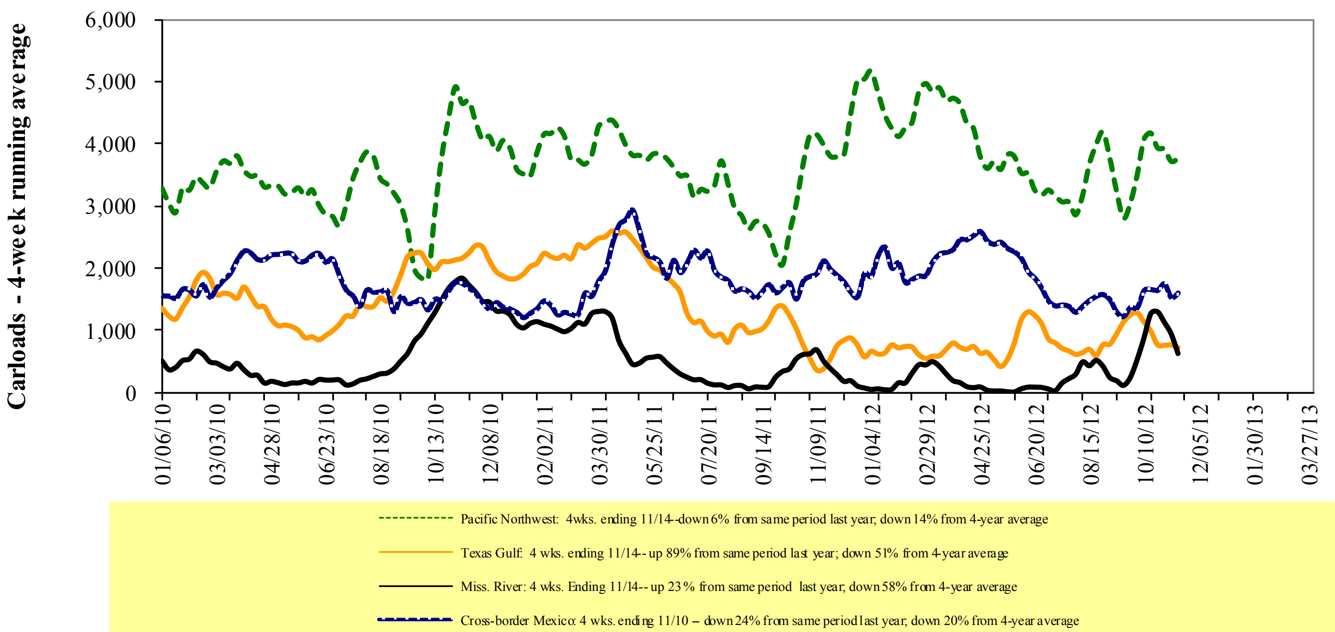
YTD = year-to-date; p = preliminary data; r = revised data; YTD PNW carloads includes revisions back to August 2011 ; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 29 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

Class I Rail Carrier Grain Car Bulletin (grain carloads originated)

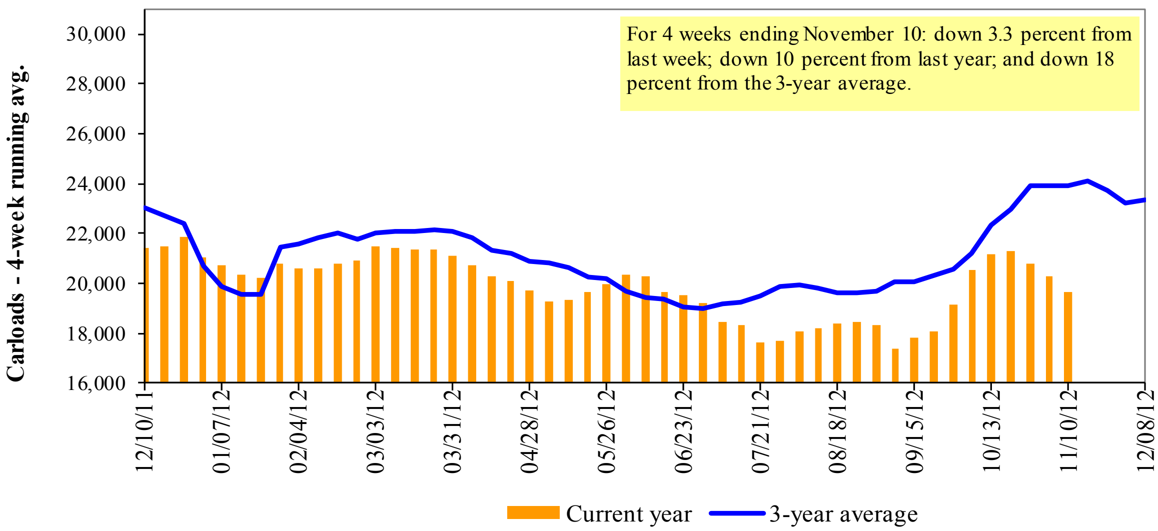
Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
11/10/12	1,806	3,343	9,815	545	4,068	19,577	4,114	6,091
This week last year	2,687	2,900	11,092	399	4,563	21,641	3,812	5,286
2012 YTD	74,302	126,000	447,098	23,276	217,863	888,539	175,696	223,970
2011 YTD	82,579	130,937	471,608	31,640	258,236	975,000	173,603	230,621
2012 YTD as % of 2011 YTD	90	96	95	74	84	91	101	97
Last 4 weeks as % of 2011[1]	75	99	102	79	71	90	103	108
Last 4 weeks as % of 3-yr avg.[1]	73	93	94	73	59	82	103	114
Total 2011	98,506	150,869	546,090	34,683	292,401	1,122,549	200,610	269,399

[1]As a percent of the same period in 2009 and the prior 3-year average. YTD = year-to-date.

Source: Association of American Railroads (www.aar.org)

Figure 3

Total Weekly U.S. Class I Railroad Grain Car Loadings



Source: Association of American Railroads

Table 5

Railcar Auction Offerings[1] ($/car)[2]

Week ending 11/15/2012	Delivery period							
	Dec-12	Dec-11	Jan-13	Jan-12	Feb-13	Feb-12	Mar-13	Mar-12
BNSF[3]								
COT grain units	no bids	no bids	no bids	no offer	0	no offer	0	n/a
COT grain single-car[5]	0	no bids	0	no bids	0 . . 2	no bids	0 . . 1	n/a
UP[4]								
GCAS/Region 1	no bids	no bids	no bids	no bids	no bids	n/a	n/a	n/a
GCAS/Region 2	no bids	no bids	no bids	no bids	no bids	n/a	n/a	n/a

[1]Auction offerings are for single-car and unit train shipments only.

[2]Average premium/discount to tariff, last auction

[3]BNSF - COT = Certificate of Transportation; north grain and south grain bids were combined effective the week ending 6/24/06.

[4]UP - GCAS = Grain Car Allocation System

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

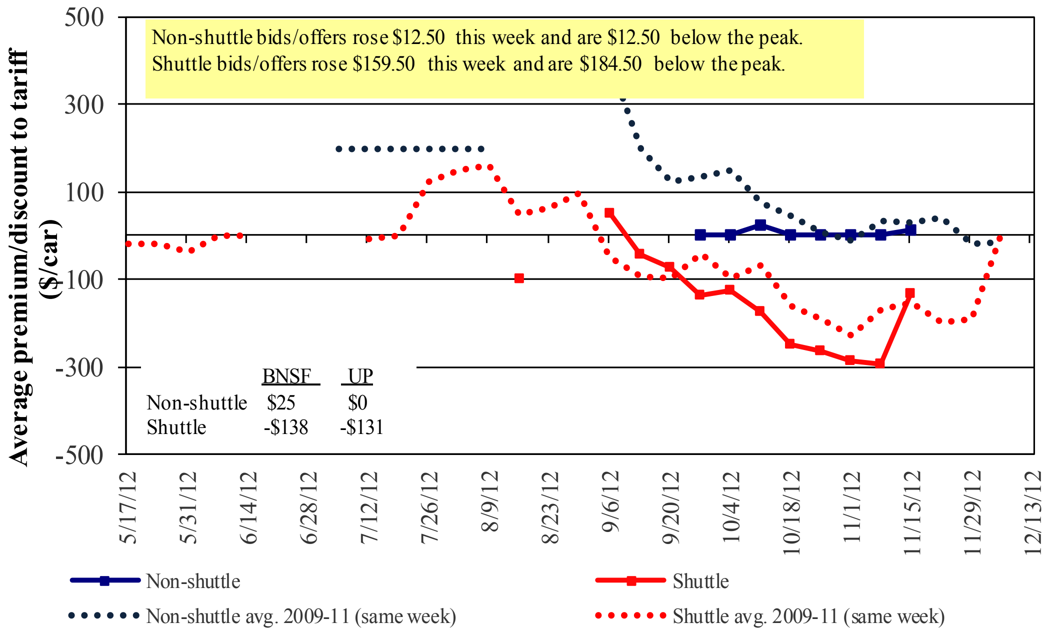
[5]Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/ supply.

Figure 4

Bids/Offers for Railcars to be Delivered in December 2012, Secondary Market

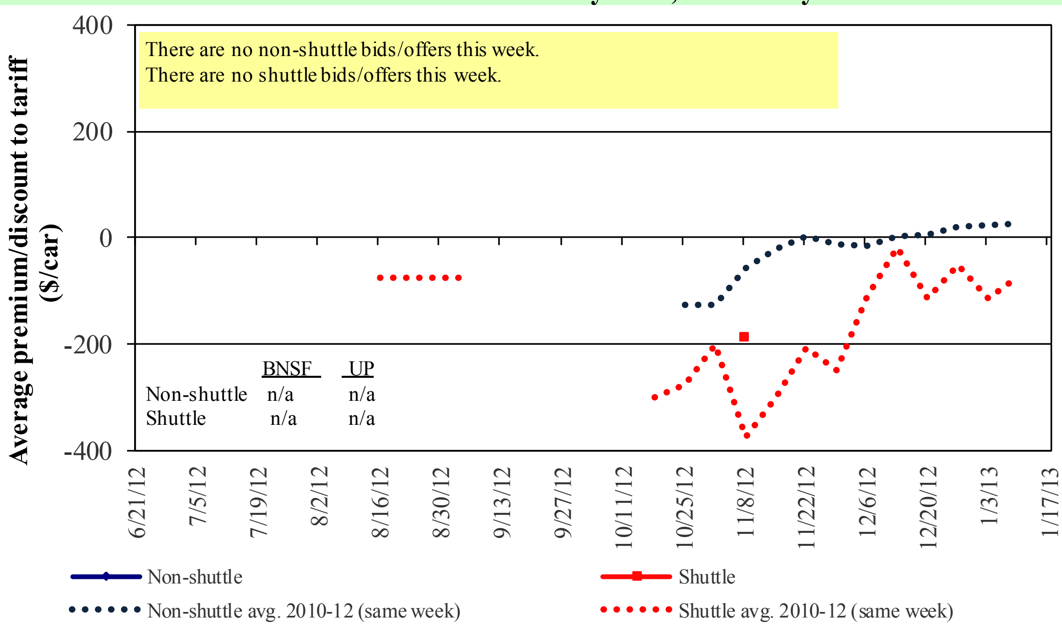


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

Bids/Offers for Railcars to be Delivered in January 2013, Secondary Market

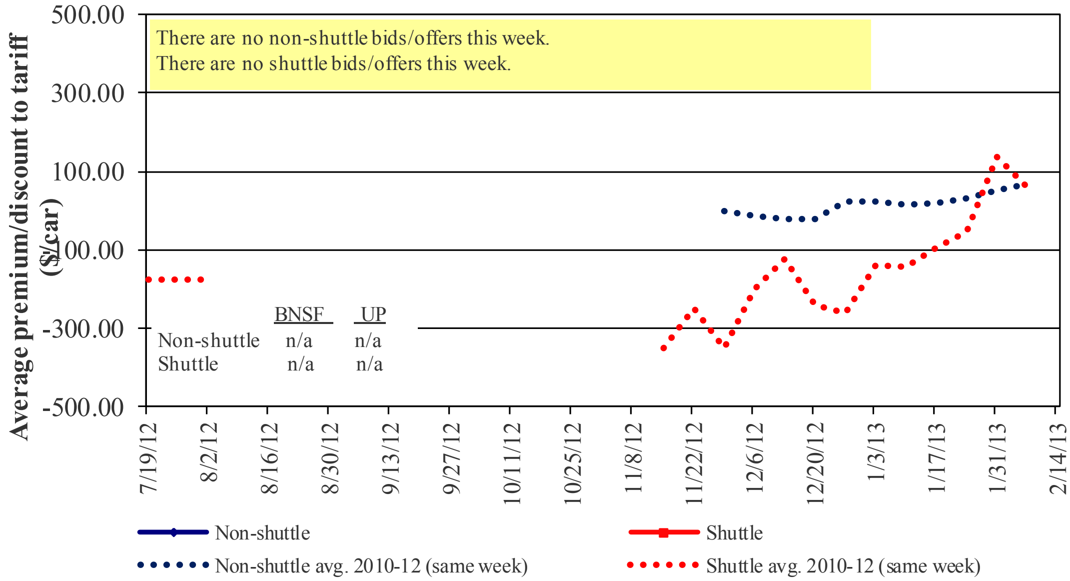


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in February 2013, Secondary Market



Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

Weekly Secondary Railcar Market ($/car)[1]

Week ending 11/15/2012	Delivery period Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13
Non-shuttle						
BNSF-GF	25	n/a	n/a	n/a	n/a	n/a
Change from last week	25	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	46	n/a	n/a	n/a	n/a	n/a
UP-Pool	-	n/a	n/a	n/a	n/a	n/a
Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	8	n/a	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	(138)	n/a	n/a	n/a	n/a	n/a
Change from last week	87	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	141	n/a	n/a	n/a	n/a	n/a
UP-Pool	(131)	n/a	n/a	n/a	n/a	n/a
Change from last week	232	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	344	n/a	n/a	n/a	n/a	n/a

[1]Average premium/discount to tariff, $/car-last week

[2]Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,
n/a = not available; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments[1]

Effective date: 11/1/2012	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[3]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$3,144	$207	$33.28	$0.91	6
	Grand Forks, ND	Duluth-Superior, MN	$3,445	$122	$35.42	$0.96	12
	Wichita, KS	Los Angeles, CA	$6,026	$627	$66.07	$1.80	7
	Wichita, KS	New Orleans, LA	$3,645	$365	$39.82	$1.08	5
	Sioux Falls, SD	Galveston-Houston, TX	$5,573	$515	$60.46	$1.65	4
	Northwest KS	Galveston-Houston, TX	$3,912	$400	$42.82	$1.17	5
	Amarillo, TX	Los Angeles, CA	$4,112	$556	$46.36	$1.26	5
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,110	$412	$34.98	$0.95	3
	Toledo, OH	Raleigh, NC	$4,508	$468	$49.41	$1.34	15
	Des Moines, IA	Davenport, IA	$2,006	$87	$20.79	$0.57	4
	Indianapolis, IN	Atlanta, GA	$3,920	$351	$42.41	$1.15	16
	Indianapolis, IN	Knoxville, TN	$3,354	$225	$35.54	$0.97	18
	Des Moines, IA	Little Rock, AR	$3,154	$257	$33.87	$0.92	4
	Des Moines, IA	Los Angeles, CA	$5,065	$747	$57.72	$1.57	3
Soybeans	Minneapolis, MN	New Orleans, LA	$3,369	$454	$37.97	$1.03	2
	Toledo, OH	Huntsville, AL	$3,575	$332	$38.80	$1.06	3
	Indianapolis, IN	Raleigh, NC	$4,578	$471	$50.14	$1.36	4
	Indianapolis, IN	Huntsville, AL	$3,267	$225	$34.68	$0.94	3
	Champaign-Urbana, IL	New Orleans, LA	$3,599	$412	$39.84	$1.08	7
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$3,481	$361	$38.15	$1.04	9
	Wichita, KS	Galveston-Houston, TX	$3,634	$281	$38.88	$1.06	16
	Chicago, IL	Albany, NY	$3,771	$438	$41.80	$1.14	5
	Grand Forks, ND	Portland, OR	$4,963	$623	$55.47	$1.51	7
	Grand Forks, ND	Galveston-Houston, TX	$5,984	$649	$65.87	$1.79	6
	Northwest KS	Portland, OR	$4,793	$656	$54.11	$1.47	3
Corn	Minneapolis, MN	Portland, OR	$4,800	$759	$55.20	$1.50	2
	Sioux Falls, SD	Tacoma, WA	$4,760	$695	$54.17	$1.47	2
	Champaign-Urbana, IL	New Orleans, LA	$2,857	$412	$32.47	$0.88	1
	Lincoln, NE	Galveston-Houston, TX	$3,310	$405	$36.89	$1.00	2
	Des Moines, IA	Amarillo, TX	$3,430	$323	$37.27	$1.01	1
	Minneapolis, MN	Tacoma, WA	$4,800	$753	$55.14	$1.50	2
	Council Bluffs, IA	Stockton, CA	$4,200	$779	$49.44	$1.35	3
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,340	$695	$59.93	$1.63	7
	Minneapolis, MN	Portland, OR	$5,330	$759	$60.47	$1.65	8
	Fargo, ND	Tacoma, WA	$5,230	$618	$58.07	$1.58	7
	Council Bluffs, IA	New Orleans, LA	$3,870	$476	$43.15	$1.17	6
	Toledo, OH	Huntsville, AL	$2,750	$332	$30.61	$0.83	4
	Grand Island, NE	Portland, OR	$4,960	$671	$55.92	$1.52	11

[1]A unit train refers to shipments of at least 25 cars. Shuttle train rates are available for qualified shipments of 75-120 cars that meet railroad efficiency requirements.

[2]Approximate load per car = 111 short tons (100.7 metric tons): corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

[3]Percentage change year over year calculated using tariff rate plus fuel surchage

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

*Regional economic areas defined by the Bureau of Economic Analysis (BEA)

Table 8

Tariff Rail Rates for U.S. Bulk Grain Shipments to Mexico

Effective date: 11/1/2012				Fuel			Percent
	Origin		Tariff	surcharge	Tariff plus surcharge per:		change
Commodity	state	Destination region	rate/car[1]	per car[2]	metric ton[3]	bushel[3]	Y/Y[4]
Wheat	MT	Chihuahua, CI	$7,741	$659	$85.83	$2.33	1
	OK	Cuautitlan, EM	$6,837	$801	$78.03	$2.12	4
	KS	Guadalajara, JA	$7,444	$774	$83.97	$2.28	-1
	TX	Salinas Victoria, NL	$3,743	$302	$41.33	$1.12	3
Corn	IA	Guadalajara, JA	$7,699	$910	$87.96	$2.23	1
	SD	Celaya, GJ[5]	$7,356	$863	$83.98	$2.13	n/a
	NE	Queretaro, QA	$7,153	$808	$81.35	$2.06	2
	SD	Salinas Victoria, NL	$5,700	$656	$64.94	$1.65	3
	MO	Tlalnepantla, EM	$6,592	$785	$75.37	$1.91	7
	SD	Torreon, CU	$6,522	$722	$74.02	$1.88	2
Soybeans	MO	Bojay (Tula), HG	$7,580	$768	$85.29	$2.32	8
	NE	Guadalajara, JA	$8,134	$878	$92.08	$2.50	3
	IA	El Castillo, JA	$8,555	$857	$96.17	$2.61	5
	KS	Torreon, CU	$6,651	$544	$73.52	$2.00	3
Sorghum	OK	Cuautitlan, EM	$5,730	$655	$65.24	$1.66	3
	TX	Guadalajara, JA	$6,653	$561	$73.71	$1.87	1
	NE	Celaya, GJ[5]	$6,937	$783	$78.88	$2.00	n/a
	KS	Queretaro, QA	$6,460	$492	$71.03	$1.80	1
	NE	Salinas Victoria, NL	$5,178	$576	$58.79	$1.49	3
	NE	Torreon, CU	$6,068	$643	$68.57	$1.74	0

[1]Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75--110 cars that meet railroad efficiency requirements.

[2]Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

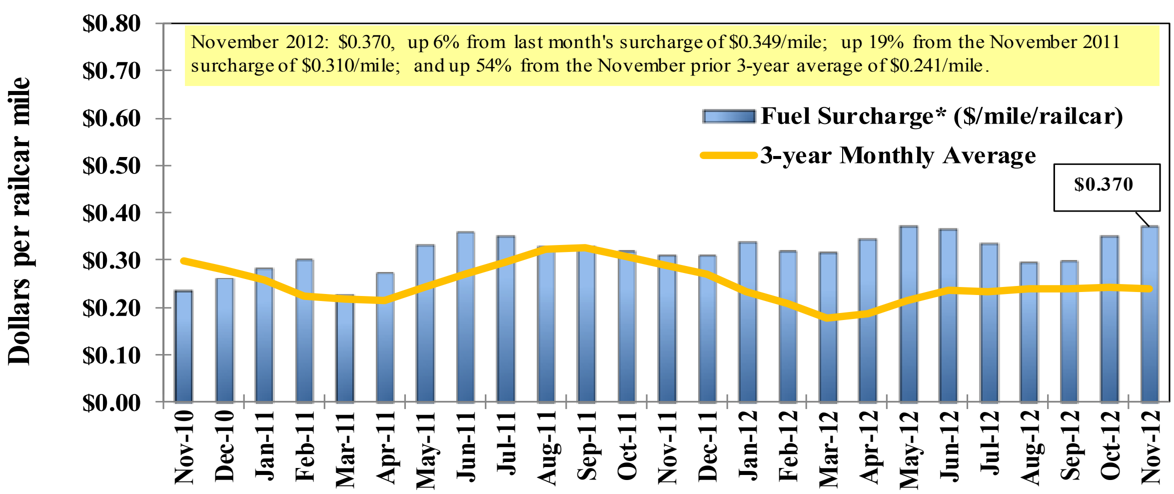
[4]Percentage change year over year calculated using tariff rate plus fuel surchage

[5] Beginning 11/1/12, Celaya, GJ, replaced Penjamo, GJ, as the destination.

Sources: www.bnsf.com, www.uprr.com, www.kcsouthern.com

Figure 7

Railroad Fuel Surcharges, North American Weighted Average[1]



[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.

* Mileage-based fuel surcharges for March and April 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

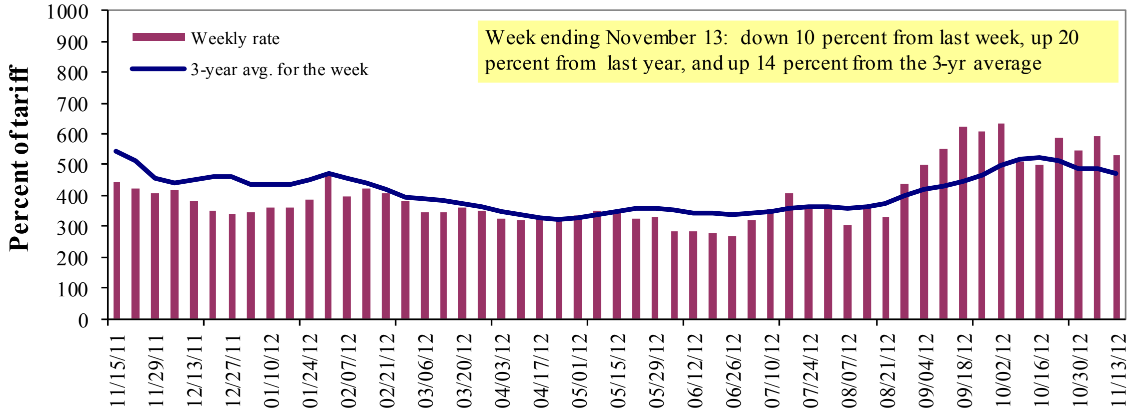
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was $0.227/mile instead of $0.331/mile.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.csx.com, www.kcsi.com, www.nscorp.com, www.uprr.com

Barge Transportation

Figure 8

Illinois River Barge Freight Rate[1,2]



[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	11/13/2012	550	558	533	500	417	417	383
	11/6/2012	588	625	595	625	500	500	425
$/ton	11/13/2012	34.05	29.69	24.73	19.95	19.56	16.85	12.03
	11/6/2012	36.40	33.25	27.61	24.94	23.45	20.20	13.35
Current week % change from the same week:								
	Last year	15	27	20	44	-9	-9	28
	3-year avg. [2]	4	16	14	21	-12	-12	3
Rate[1]	December	-	-	477	447	368	368	325
	February	-	-	450	375	340	340	303

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds: - closed for winter

Source: Transportation & Marketing Programs/AMS/USDA

Calculating barge rate per ton:
(Index * 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 9).

Figure 9

Benchmark tariff rates

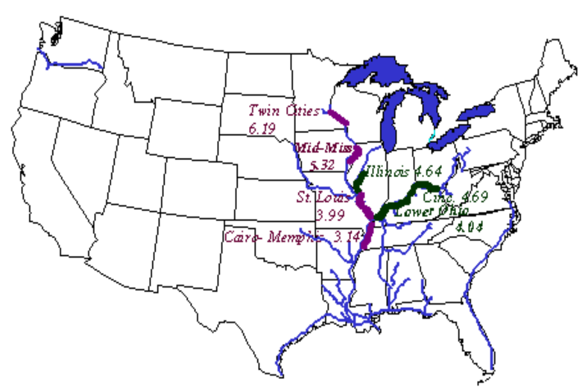
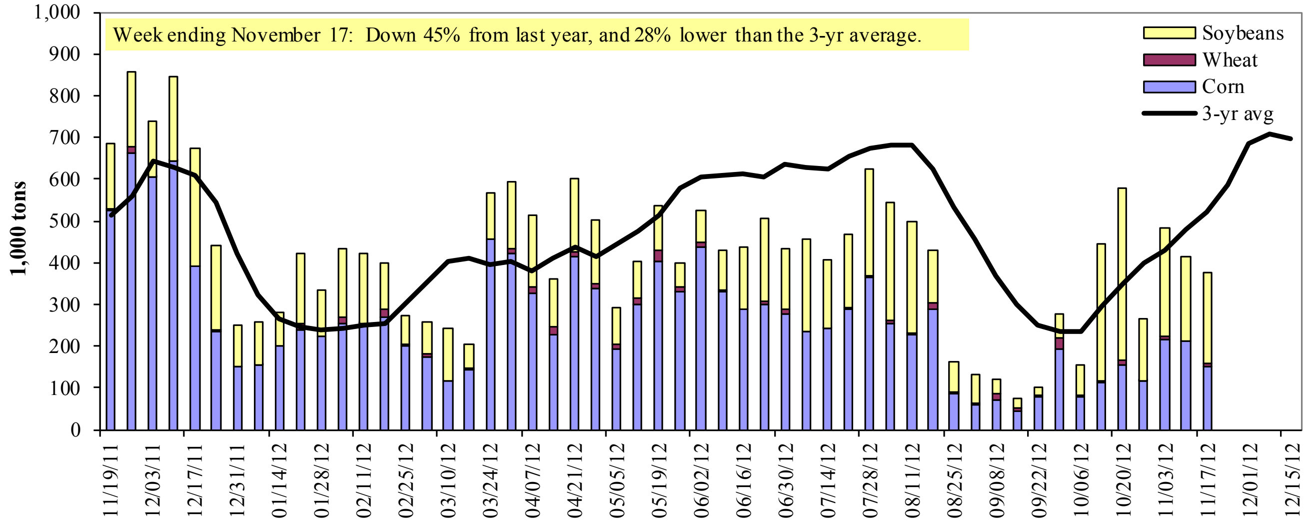


Figure 10

Barge Movements on the Mississippi River[1] (Locks 27 - Granite City, IL)



[1] The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

Week ending 11/17/2012	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	107	0	139	0	246
Winfield, MO (L25)	101	0	151	0	252
Alton, IL (L26)	152	0	206	0	357
Granite City, IL (L27)	153	6	217	0	376
Illinois River (L8)	26	0	48	0	74
Ohio River (L52)	44	2	140	0	185
Arkansas River (L1)	8	7	57	0	73
Weekly total - 2012	205	15	414	0	634
Weekly total - 2011	589	17	274	6	886
2012 YTD[1]	13,557	1,684	10,278	224	25,744
2011 YTD	16,769	1,330	6,842	359	25,301
2012 as % of 2011 YTD	81	127	150	62	102
Last 4 weeks as % of 2011[2]	50	57	141	32	88
Total 2011	19,921	1,460	8,553	422	30,356

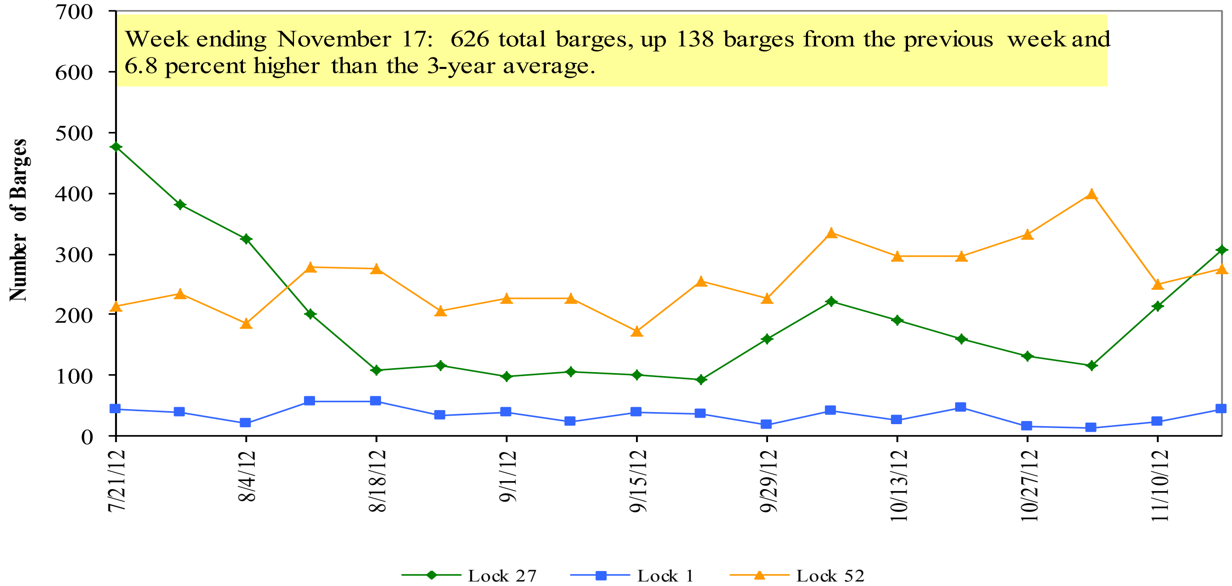
[1] Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

[2] As a percent of same period in 2011.

Note: Total may not add exactly, due to rounding
Source: U.S. Army Corps of Engineers

Figure 11

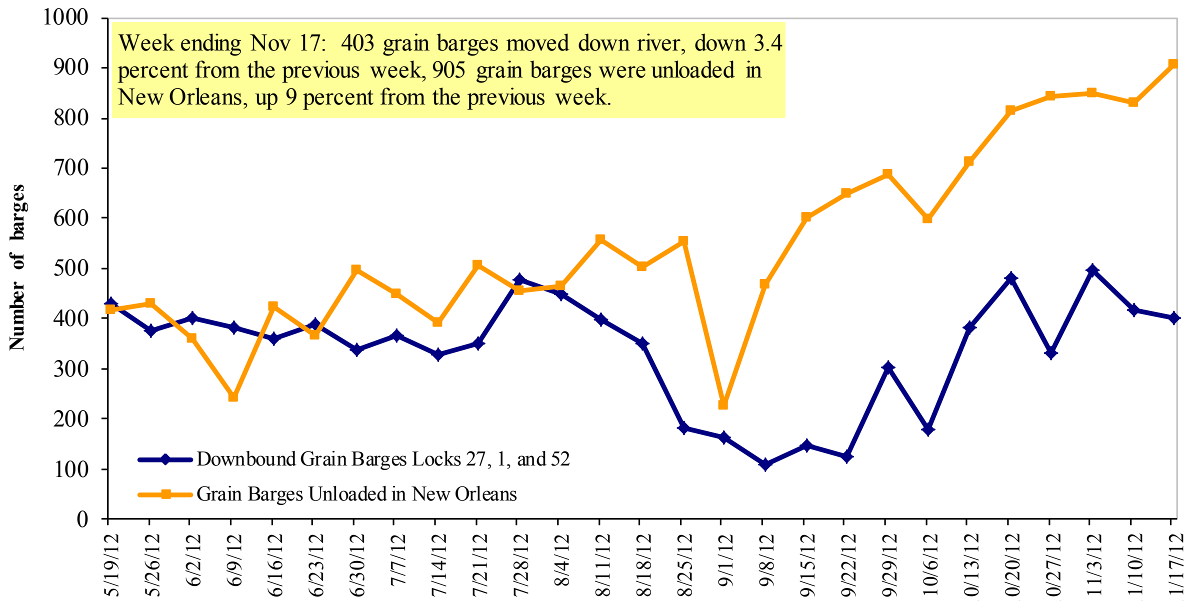
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



Source: U.S. Army Corps of Engineers

Figure 12

Grain Barges for Export in New Orleans Region



Source: U.S. Army Corps of Engineers and GIPSA

Truck Transportation

The **weekly diesel price** provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 11

Retail on-Highway Diesel Prices[1], Week Ending 11/12/2012 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	4.037	0.003	0.073
	New England	4.198	-0.013	0.168
	Central Atlantic	4.165	0.010	0.080
	Lower Atlantic	3.912	0.002	0.006
II	Midwest[2]	3.908	-0.051	-0.079
III	Gulf Coast[3]	3.875	-0.045	-0.007
IV	Rocky Mountain	4.104	-0.056	0.011
V	West Coast	4.131	-0.022	-0.040
	West Coast less California	4.098	0.030	-
	California	4.160	-0.065	-0.110
Total	U.S.	3.980	-0.030	-0.007

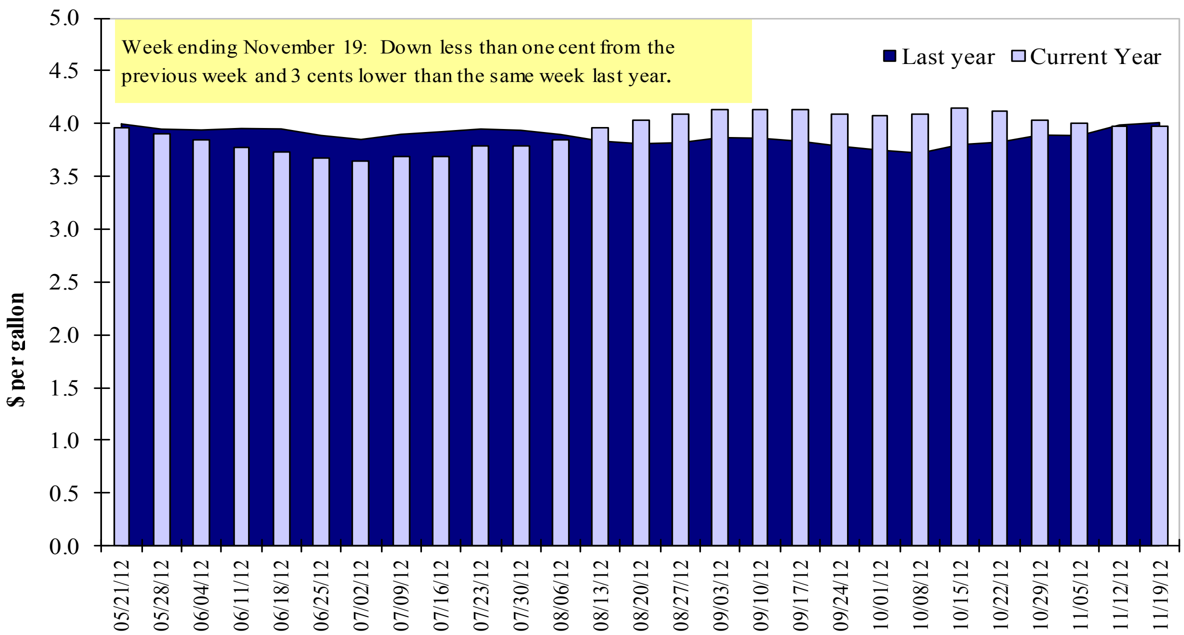
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[2]Same as North Central [3]Same as South Central

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

Grain Exports

Table 12

U.S. Export Balances and Cumulative Exports (1,000 metric tons)

	Wheat						Corn	Soybeans	Total
Week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances [1]									
11/8/2012	1,421	610	1,215	836	47	4,129	6,829	14,882	25,840
This week year ago	1,434	689	1,103	877	64	4,167	14,305	11,879	30,351
Cumulative exports-marketing year [2]									
2012/13 YTD	4,489	1,526	2,739	2,062	284	11,101	4,343	11,620	27,064
2011/12 YTD	5,176	1,701	3,262	2,227	271	12,637	7,240	7,994	27,871
YTD 2012/13 as % of 2011/12	87	90	84	93	105	88	60	145	97
Last 4 wks as % of same period 2011/12	102	90	111	93	112	101	50	142	93
2011/12 Total	9,904	4,319	6,312	5,601	491	26,627	37,900	36,727	101,254
2010/11 Total	15,837	2,828	8,623	4,717	979	32,984	44,569	39,753	117,306

[1] Current unshipped export sales to date

[2] Shipped export sales to date; new marketing year begins for corn and soybeans

Note: YTD = year-to-date. Marketing Year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Table 13

Top 5 Importers[1] of U.S. Corn

Week ending 11/08/12	Total Commitments[2] 2012/13 Current MY	2011/12 Last MY	% change current MY from last MY	Exports[3] 2011/12
	- 1,000 mt -			- 1,000 mt -
Japan	3,244	5,056	(36)	12,367
Mexico	2,716	4,126	(34)	9,617
China	1,021	2,223	(54)	5,414
Korea	417	1,992	(79)	3,639
Venezuela	194	181	7	1,332
Top 5 importers	**7,592**	**13,578**	**(44)**	**32,369**
Total US corn export sales	**11,172**	**21,545**	**(48)**	**39,180**
% of Projected	38%	55%		
Change from prior week	**104**	**204**		
Top 5 importers' share of U.S. corn export sales	68%	63%		83%
USDA forecast, November 2012	**29,210**	**39,180**	**(25)**	
Corn Use for Ethanol USDA forecast, Ethanol November 2012	**114,300**	**127,000**	**(10)**	

(n) indicates negative number.

[1] Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

[2] Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm (Carry-over plus Accumulated Exports)

Table 14

Top 5 Importers[1] of U.S. Soybeans

Week Ending 11/08/2012	Total Commitments[2] 2012/13 Current MY	2011/12 Last MY	% change current MY from last MY	Exports[3] 2011/12
	- 1,000 mt -			- 1,000 mt -
China	16,370	13,820	18	24,602
Mexico	1,046	1,258	(17)	3,180
Japan	759	783	(3)	1,891
Indonesia	461	466	(1)	1,741
Egypt	337	258	31	1,292
Top 5 importers	**18,972**	**16,584**	**14**	**32,706**
Total US soybean export sales	**26,501**	**19,872**	**33**	**37,060**
% of Projected	72%	54%		
Change from prior week	560	746		
Top 5 importers' share of U.S. soybean export sales	72%	83%		
USDA forecast, November 2012	**36,610**	**37,060**	**(1)**	

(n) indicates negative number.

[1]Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers[1] of All U.S. Wheat

Week Ending 11/08/2012	Total Commitments[2] 2012/13 Current MY	2011/12 Last MY	% change current MY from last MY	Exports[3] 2011/12
	- 1,000 mt -			- 1,000 mt -
Japan	1,963	2,211	(11)	3,512
Mexico	2,069	2,254	(8)	3,496
Nigeria	1,851	1,947	(5)	3,248
Philippines	1,385	1,493	(7)	2,039
Korea	1,075	763	41	1,983
Egypt	150	247	(39)	950
Taiwan	657	499	32	888
Indonesia	368	473	(22)	830
Venezuela	478	391	22	594
Iraq	209	572	(63)	572
Top 10 importers	**10,205**	**10,848**	**(6)**	**18,111**
Total US wheat export sales	**15,230**	**16,803**	**(9)**	**28,560**
% of Projected	51%	59%		
Change from prior week	315	317		
Top 10 importers' share of U.S. wheat export sales	67%	65%		63%
USDA forecast, November 2012	**29,940**	**28,560**	**5**	

(n) indicates negative number.

[1] Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.

[2] Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

Grain Inspections for Export by U.S. Port Region (1,000 metric tons)

Port regions	Week ending 11/15/12	Previous Week[1]	Current Week as % of Previous	2012 YTD[1]	2011 YTD[1]	2012 YTD as % of 2011 YTD	Last 4-weeks as % of 2011	Last 4-weeks as % of 3-yr. avg.	Total[1] 2011
Pacific Northwest									
Wheat	164	84	195	11,547	12,679	91	61	69	13,995
Corn	66	55	120	5,180	7,782	67	24	35	9,198
Soybeans	323	444	73	8,972	6,074	148	134	90	7,321
Total	**552**	**582**	**95**	**25,699**	**26,535**	**97**	**82**	**76**	**30,513**
Mississippi Gulf									
Wheat	69	74	93	5,037	4,679	108	103	98	5,031
Corn	236	145	163	16,790	23,190	72	54	52	26,267
Soybeans	1,085	1,041	104	19,902	15,901	125	126	116	19,262
Total	**1,390**	**1,261**	**110**	**41,730**	**43,769**	**95**	**101**	**94**	**50,560**
Texas Gulf									
Wheat	52	73	70	5,401	10,168	53	75	49	10,837
Corn	0	0	n/a	336	889	38	0	0	1,021
Soybeans	10	61	17	459	814	56	434	45	926
Total	**62**	**134**	**46**	**6,195**	**11,872**	**52**	**106**	**41**	**12,784**
Interior									
Wheat	11	29	37	1,073	1,030	104	102	106	1,110
Corn	63	41	155	5,828	6,533	89	74	54	7,509
Soybeans	55	98	56	3,833	3,794	101	42	87	4,273
Total	**128**	**167**	**77**	**10,734**	**11,356**	**95**	**72**	**71**	**12,892**
Great Lakes									
Wheat	8	25	30	444	935	47	110	57	1,038
Corn	0	0	n/a	56	159	35	n/a	0	178
Soybeans	86	29	294	558	260	215	152	97	382
Total	**93**	**54**	**173**	**1,057**	**1,354**	**78**	**140**	**79**	**1,598**
Atlantic									
Wheat	0	0	n/a	341	659	52	0	0	686
Corn	0	0	n/a	139	264	53	11	6	295
Soybeans	131	30	437	951	728	131	118	105	1,042
Total	**131**	**30**	**437**	**1,430**	**1,650**	**87**	**102**	**82**	**2,022**
U.S. total from ports[2]									
Wheat	303	285	106	23,842	30,149	79	74	68	32,697
Corn	365	241	152	28,329	38,816	73	42	46	44,466
Soybeans	1,689	1,703	99	34,675	27,571	126	128	101	33,205
Total	**2,357**	**2,228**	**106**	**86,846**	**96,537**	**90**	**91**	**81**	**110,369**

[1] Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

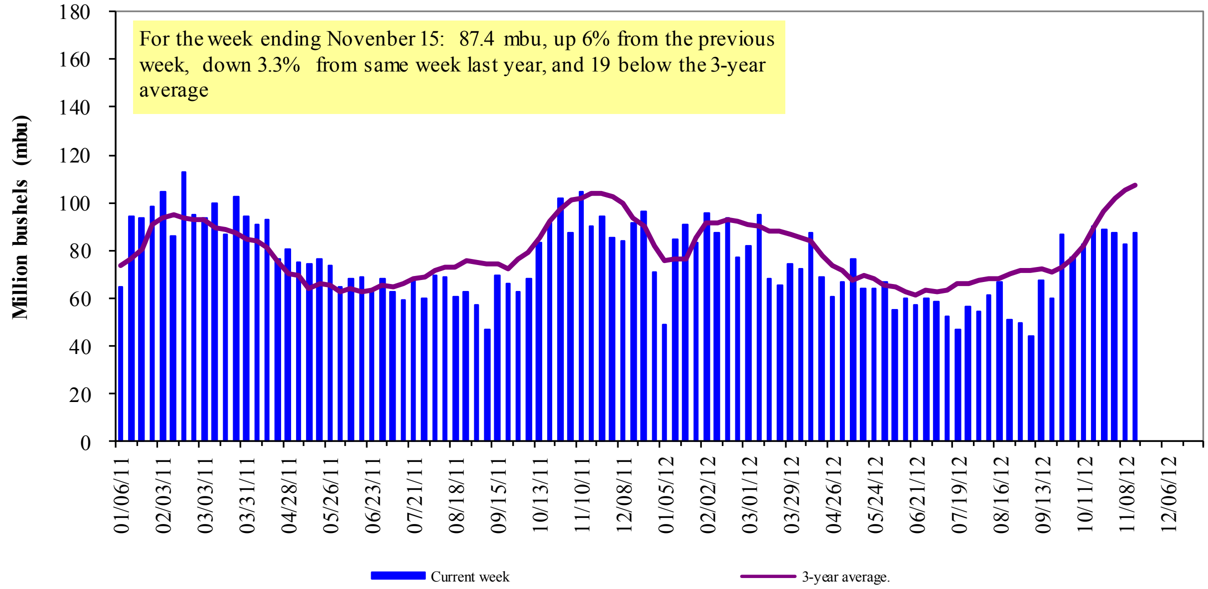
[2] Total includes only port regions shown above; Interior land-based shipments now included.

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); YTD= year-to-date; n/a = not applicable

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 59 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2011.

Figure 14

U.S. grain inspected for export (wheat, corn, and soybeans)

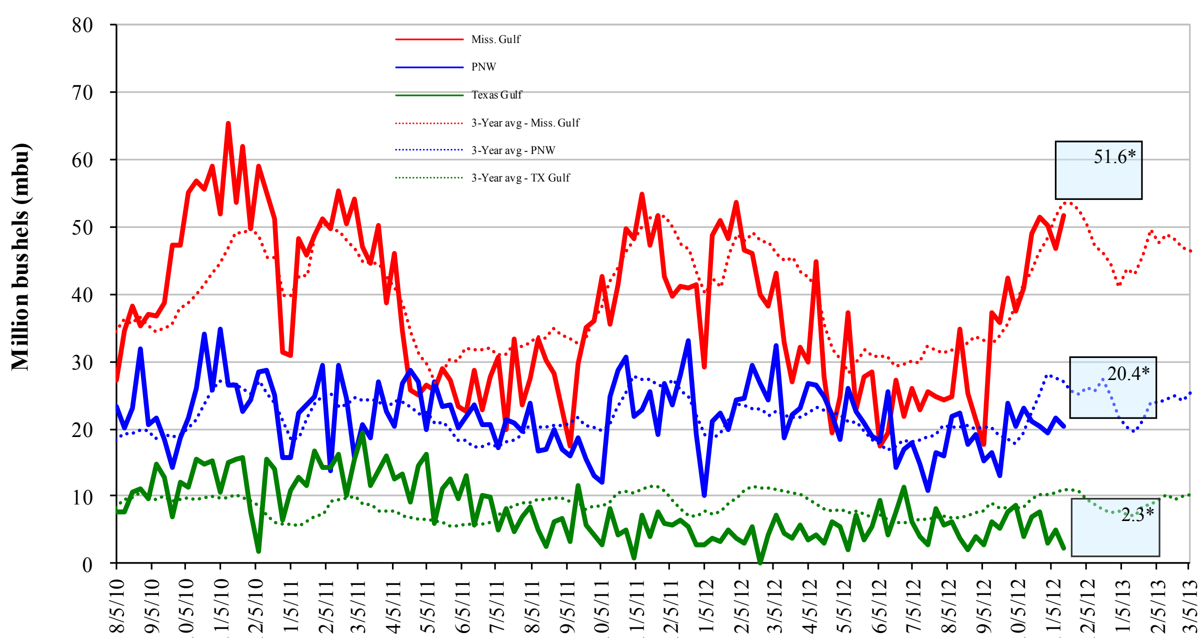


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Note: 3-year average consists of 4-week running average

Figure 15

U.S. Grain Inspections: U.S. Gulf and PNW[1] (wheat, corn, and soybeans)



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); *mbu, this week.

November 15 % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 11	down 54	up 5	down 5
Last year (same week)	up 9	down 43	up 5	down 20
3-yr avg. (4-wk mov. avg.)	down 3.3	down 79	down 16	down 25

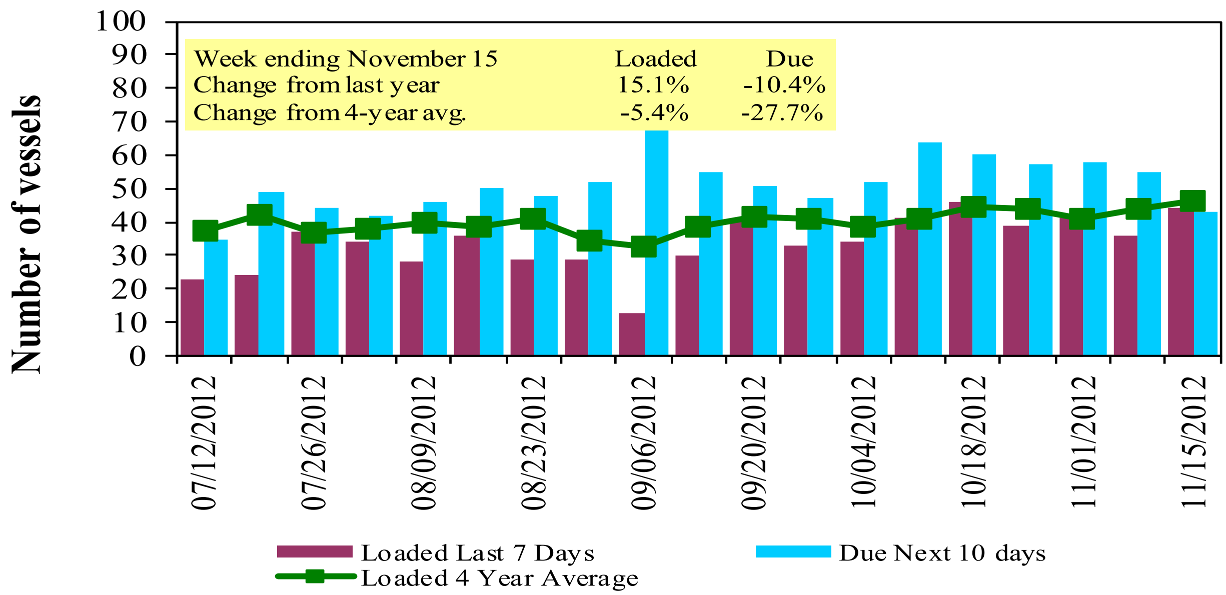
Ocean Transportation

Table 17
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
11/15/2012	39	44	43	16	n/a
11/8/2012	44	36	55	10	n/a
2011 range	(14..65)	(28..54)	(34..83)	(5..25)	(1..20)
2011 avg.	31	38	53	15	12

Source: Transportation & Marketing Programs/AMS/USDA

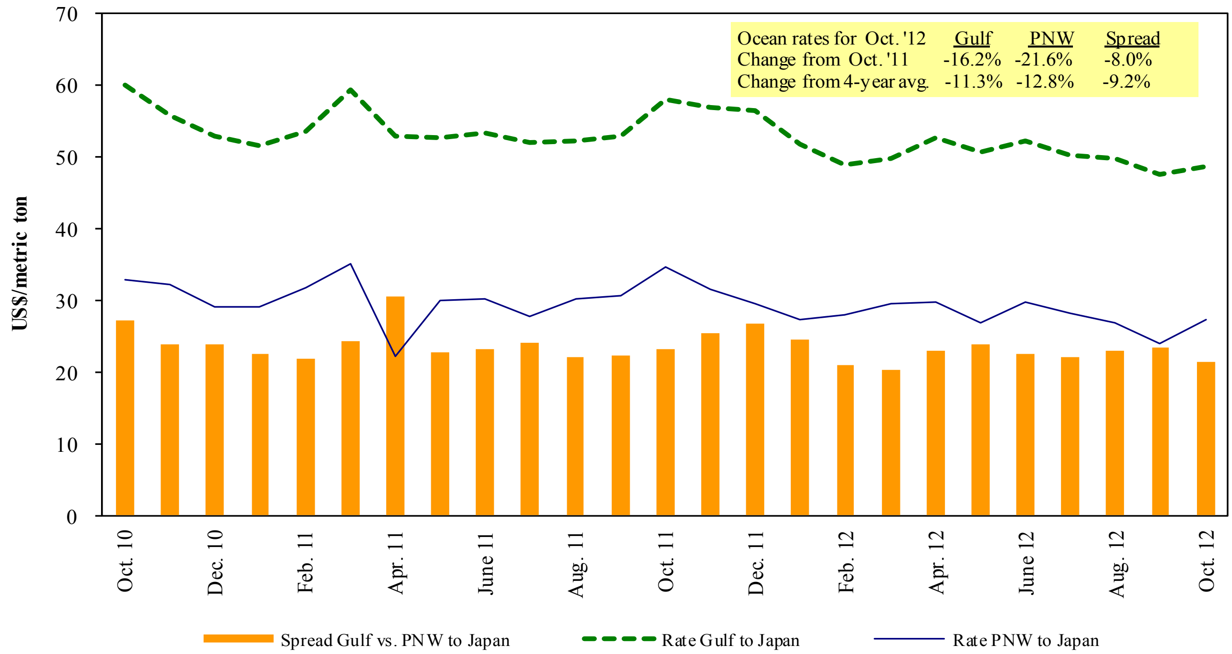
Figure 16
U.S. Gulf[1] Vessel Loading Activity



Source:Transportation & Marketing Programs/AMS/USDA

Figure 17

Grain Vessel Rates, U.S. to Japan



Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 11/17/2012

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Dec 5/10	55,000	42.50
U.S. Gulf	China	Heavy Grain	Nov 20/30	55,000	43.00
U.S. Gulf	China	Heavy Grain	Nov 20/25	55,000	44.85
U.S. Gulf	China	Heavy Grain	Nov 15/25	55,000	49.00
U.S. Gulf	China	Heavy Grain	Nov 10/20	55,000	46.00
U.S. Gulf	China	Heavy Grain	Nov 9/19	55,000	48.00
U.S. Gulf	China	Heavy Grain	Nov 5/10	55,000	46.00
U.S. Gulf	China	Heavy Grain	Oct 20/30	55,000	43.75
U.S. Gulf	China	Heavy Grain	Oct 15/24	55,000	43.00
U.S. Gulf	Mozambique[1]	Wheat	Sep 20/30	10,000	211.50
Brazil	Portugal	Heavy Grain	Nov 10/20	60,000	15.50
France	Algeria	Wheat	Nov 2/7	25,000	22.00
India	S.Korea	Wheat	Oct5/15	55,000	15.00
River Plate	Tunisia	Heavy Grain	Oct 5/15	30,000	28.50
River Plate	Algeria	Wheat	Nov 7/9	40,000	25.00
Ukraine	S. Arabia	Barley	Oct 25/30	56,500	25.25

Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

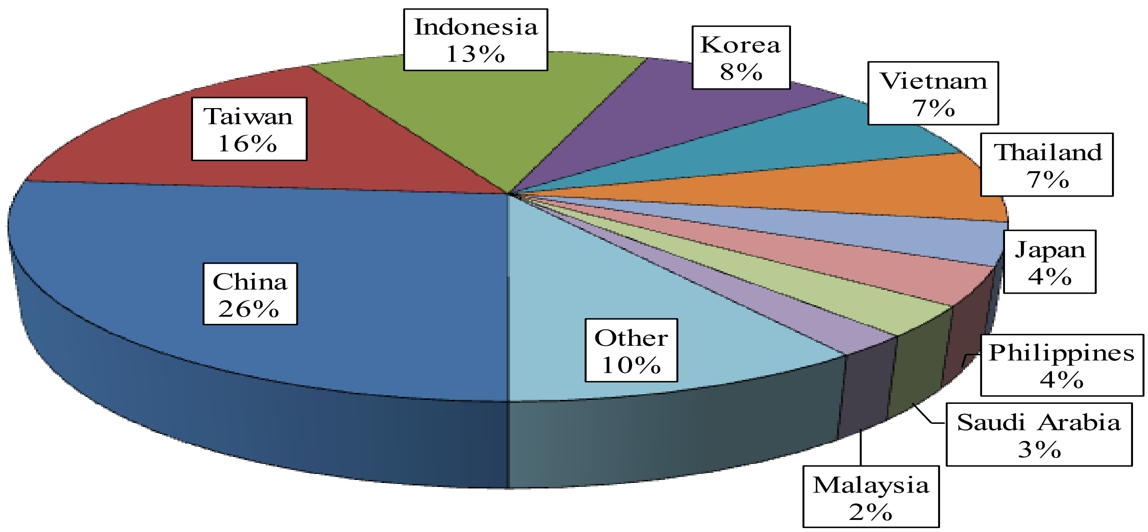
[1] 50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

Source: Maritime Research Inc. (www.maritime-research.com)

In 2011, containers were used to transport 7 percent of total U.S. waterborne grain exports, up 2 percentage points from 2010. Approximately 11 percent of U.S. waterborne grain exports in 2011 went to Asia in containers, up 4 percentage points from 2010. Asia is the top destination for U.S. containerized grain exports—96 percent in 2011.

Figure 18

Top 10 Destination Markets for U.S. Containerized Grain Exports, August 2012

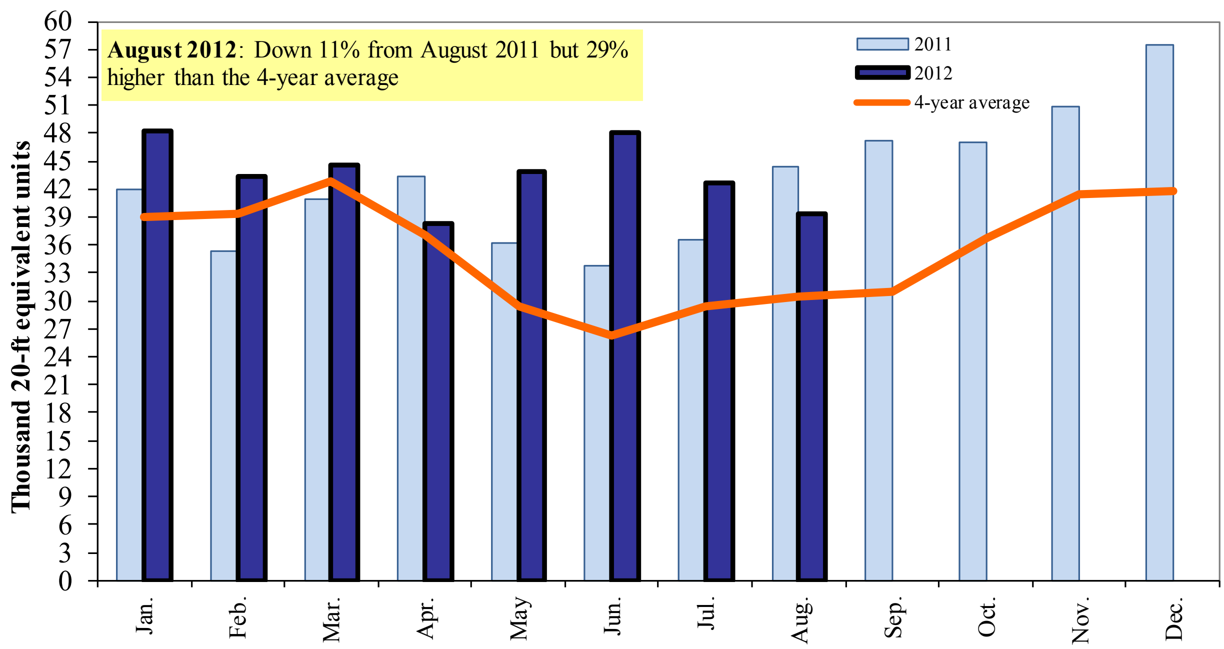


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, 230330, and 120810.

Figure 19

Monthly Shipments of Containerized Grain to Asia



Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, 230330, and 120810.

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